

# BookletChart™

## Wrangell Harbor and Approaches

NOAA Chart 17384

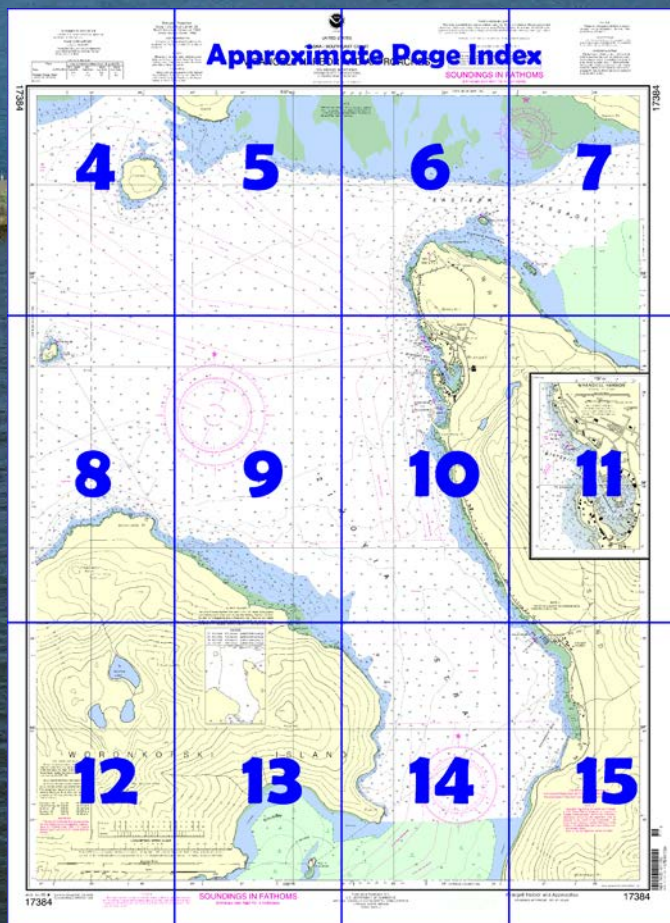


*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17384>.



#### (Selected Excerpts from Coast Pilot)

**Highfield Anchorage** is at the N end of Wrangell Island, about 1.5 miles from Wrangell Harbor. The anchorage is in 4 to 15 fathoms, fine sand and mud bottom, extending E from **Point Highfield** to Polk Point and N to **Deadman Island**, which is marked on its N side by **Eastern Passage Light** (56°29'38"N., 132°22'12"W.); the light is 13 feet above the water and showing a red and white diamond-shaped daymark on a skeleton tower. Light

floating ice from Stikine River is encountered here in the spring, and countercurrents render a vessel very uneasy at times.

The mud flats N of Wrangell Island, at the mouth of the Stikine River from Kadin Island to Gerard Point, are very dynamic and have a tendency to migrate seaward. Mariners are advised to use extreme caution while navigating in these areas due to the constantly changing nature of the bottom.

**Airport Runway Rock Light** (56°29'06"N., 132°21'16"W.), 15 feet above the water, is shown from a spindle with a red and white diamond-shaped daymark and marks a bare rock, 10 feet high and about 0.7 mile SE of Deadman Island.

**City of Topeka Rock**, in 56°29'14"N., 132°22'27"W., and S of Highfield Anchorage is awash at low water.

**Wrangell Harbor** is on the W side of the N end of Wrangell Island, about 1 mile below Point Highfield. It is a bight formed by **Point Shekesti**, that projects 0.4 mile in a NW direction from the island. A breakwater 100 yards long extends from the N extremity of Point Shekesti and affords protection for small craft in the S part of the harbor. **Wrangell Harbor Breakwater Light 2** (56°28'01"N., 132°23'09"W.), 21 feet above the water, is shown from a skeleton tower with a red triangular daymark on the outer end of the breakwater.

**Wrangell** is a city on the N side of Wrangell Harbor, 89 miles from Ketchikan and 148 miles from Juneau. The deepest draft commercial vessel calling at Wrangell was 32 feet in 2000. Wrangell has a cannery, a cold storage facility, large lumber mills, and two oil company facilities.

**Anchorage.**—Except for the mooring basin inside Point Shekesti, Wrangell Harbor affords shelter for vessels only from offshore winds. During heavy SE winter gales Highfield Anchorage is sometimes used for better shelter. Good anchorage in strong SE weather has been found 0.8 mile off the NE side of Woronkofski Island in about 23 fathoms (42 m), mud bottom.

**Dangers.**—The approach to Wrangell Harbor is clear of dangers. A shoal of 2.8 fathoms (5.1 m) in 56°28'03"N., 132°23'10"W., is about 55 yards (50 m) NNW of the breakwater. A submerged dolphin is along the eastern side of the entrance channel, approximately 200 yards (183 m) ENE of the breakwater in 56°28'03"N., 132°22'59"W. Submerged piles in 56°27'50"N., 132°22'50"W. are about 33 yards (30 m) NW of a floating dock.

**Currents.**—Tidal currents in Wrangell Harbor are variable. Vessels approaching the wharves should note the way small craft are swinging to anchor to determine the direction of the current and should exercise caution in coming alongside.

**Pilotage, Wrangell.**—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the inside waters of the State of Alaska. (See Pilotage, Alaska, indexed as such, chapter 3 for details.) Vessels en route Wrangell meet the pilot boat about 1 mile NW of Guard Islands Light (55°27.5'N., 131°53.9'W.).

The pilot boat, a tugboat, can be contacted by calling "WRANGELL PILOT BOAT" on VHF-FM channels 16, 13, or 12.

**Quarantine, customs, immigration, and agricultural quarantine.**—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

**Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

Wrangell is a **customs port of entry**.

**Harbor regulations.**—The **harbormaster** at Wrangell assigns berths and controls the use of the grid in the inner basin. He maintains an office on the trestle connecting Shakes Island to Wrangell Island. The harbormaster's office monitors 2182 kHz and VHF-FM channel 16.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau

Commander  
17th CG District  
Juneau, Alaska

(907) 463-2000

# Table of Selected Chart Notes

Corrected through NM Jul. 12/08  
Corrected through LNM Jul. 1/08

For Symbols and Abbreviations see Chart No. 1

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## SOUNDINGS IN FATHOMS (FATHOMS AND FEET TO ELEVEN FATHOMS) AT MEAN LOWER LOW WATER

## HEIGHTS

Elevation of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## NOTE C

The controlling depth in the small boat harbor is reported to be 15 feet.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Sukkwai I., AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I., AK	KZZ-91	162.450 MHz
Gravina I., AK	KZZ-96	162.525 MHz
Wrangell, AK	WXJ-83	162.40 MHz

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## NOTE

Mariners are advised to use extreme caution when navigating in the vicinity of the mouth of the Stikine River between Kadin Island and Gerard Point due to shoaling.

## Mercator Projection

Scale 1:20,000 at Lat 56° 25'  
North American Datum of 1983  
(World Geodetic System 1984)

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.236" southward and 6.076" westward to agree with this chart.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.  
Refer to charted regulation section numbers.

## VEGETATION

The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevations bare.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

## TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet
Wrangell, Wrangell Island	(56°28'N/132°23'W)	16.0	15.1	1.5

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jun 2008)



SUPPLEMENTAL INFORMATION  
Consult U.S. Coast Pilot 8 for important  
supplemental information.

PLANE COORDINATE GRID  
(based on NAD 1927)

Alaska State Grid, zone one, is indicated by  
dashed ticks at 5,000 foot intervals. The last  
three digits are omitted.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Wrangell, Wrangell Island	(56°28'N/132°23'W)	feet 16.0	feet 15.1	feet 1.5

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels,  
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(Jun 2008)

Mercator Projection  
Scale 1:20,000 at Lat 56° 25'  
North American Datum of 1983  
(World Geodetic System 1984)

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for  
supplemental information concerning aids to  
navigation.

HEIGHTS

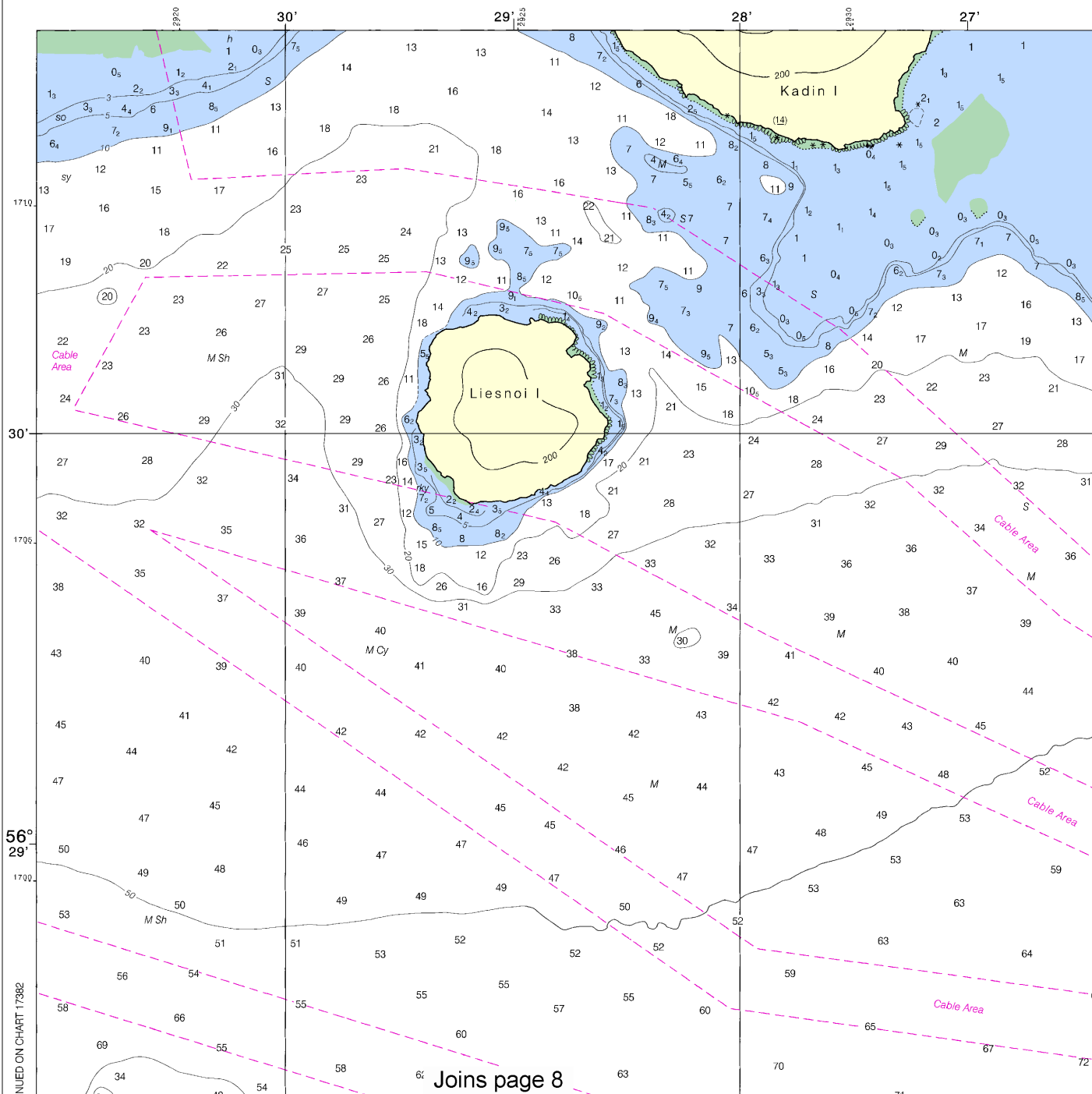
Elevation of rocks, bridges, landmarks and  
lights are in feet and refer to Mean High Water.  
Contour and summit elevation values are in feet  
and refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National  
Ocean Service, Coast Survey, with additional  
data from the Corps of Engineers, Geological  
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17384



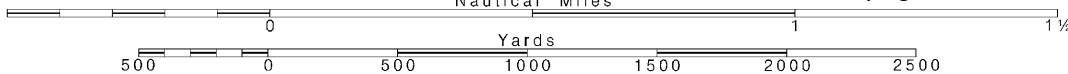
4

Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





ALASKA - SOUTHEAST COAST

SOUNDINGS IN FATHOMS  
(FATHOMS AND FEET TO ELEVEN FATHOMS)  
AT MEAN LOWER LOW WATER

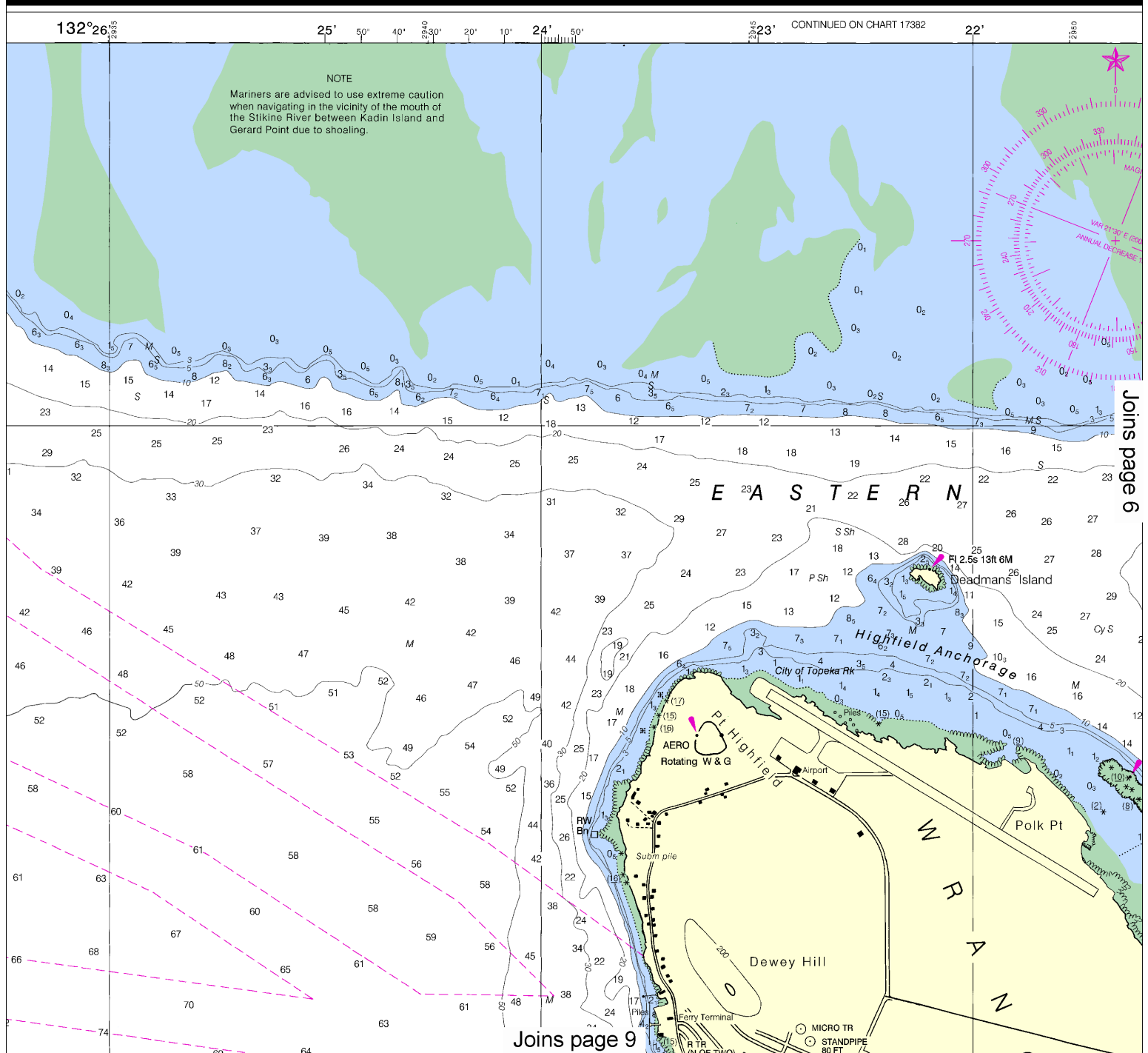
Formerly C&GS 8165, 1st Ed., Aug. 1972 KAPP 2707

This chart is available in a version updated weekly by NOAA for Notices to Mariners corrections. Charts are printed when ordered using Print-on-Demand technology. Not available 5-8 weeks before their release as traditional NOAA charts. Ask your chart dealer for more information on Print-on-Demand charts.

For Symbols and Abbreviations see Chart No. 1

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## SOUNDINGS IN FATHOM



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

# 5

Mercator Projection  
Scale 1:20,000 at Lat 56° 25'  
North American Datum of 1983  
(World Geodetic System 1984)

AIDS TO NAVIGATION  
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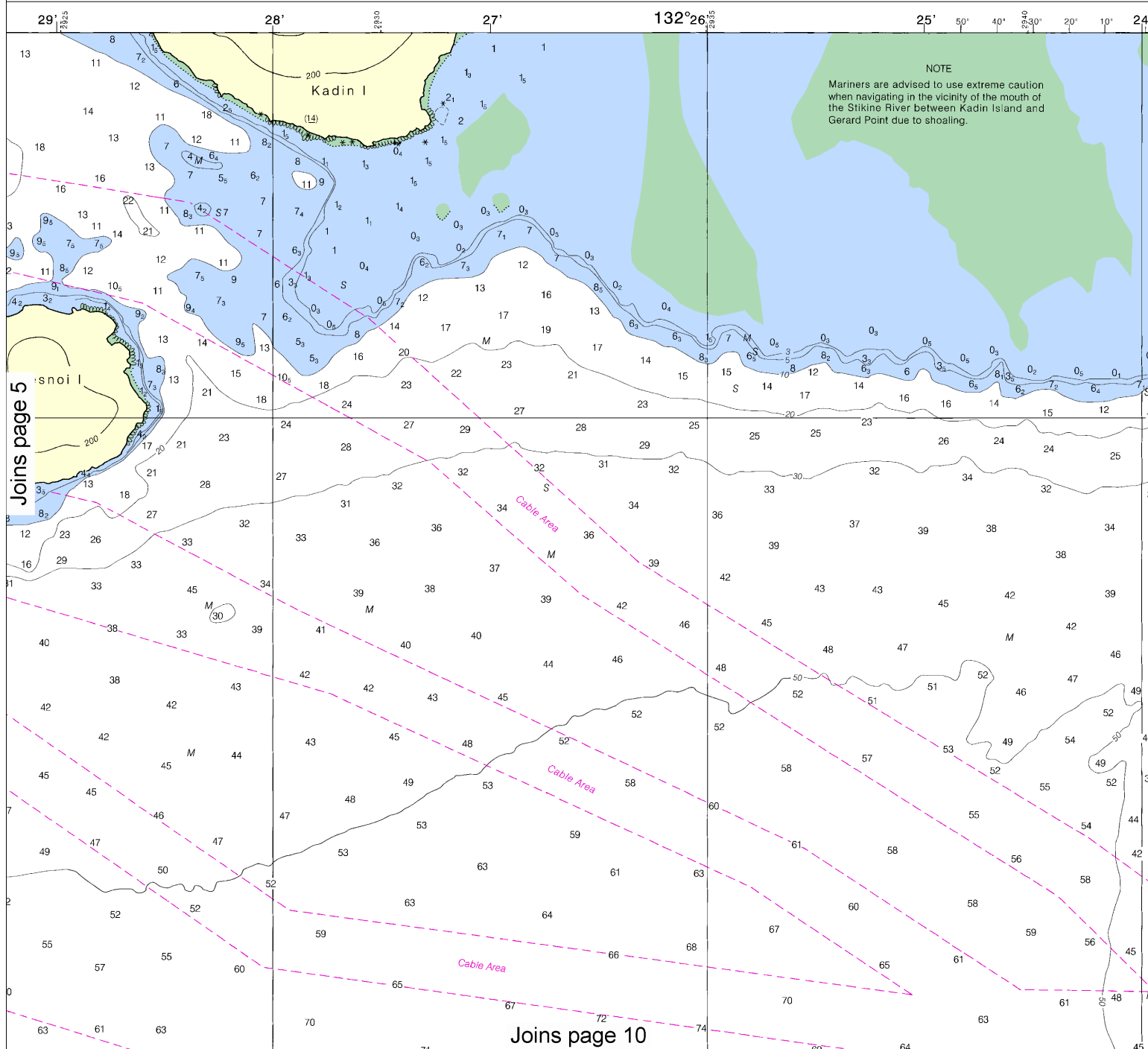


UNITED STATES  
ALASKA - SOUTHEAST COAST

# WRANGELL HARBOR AND APPROACH

SOUNDINGS IN FATHOMS  
(FATHOMS AND FEET TO ELEVEN FATHOMS)  
AT MEAN LOWER LOW WATER

Formerly C&GS 8165, 1st Ed., Aug. 1972 KAPP 2707



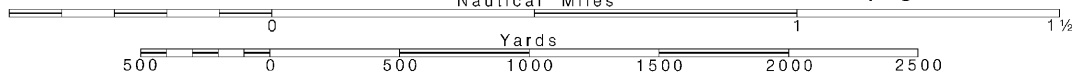
6

Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



# PRINT-ON-DEMAND CHARTS

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## CAUTION

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## VEGETATION

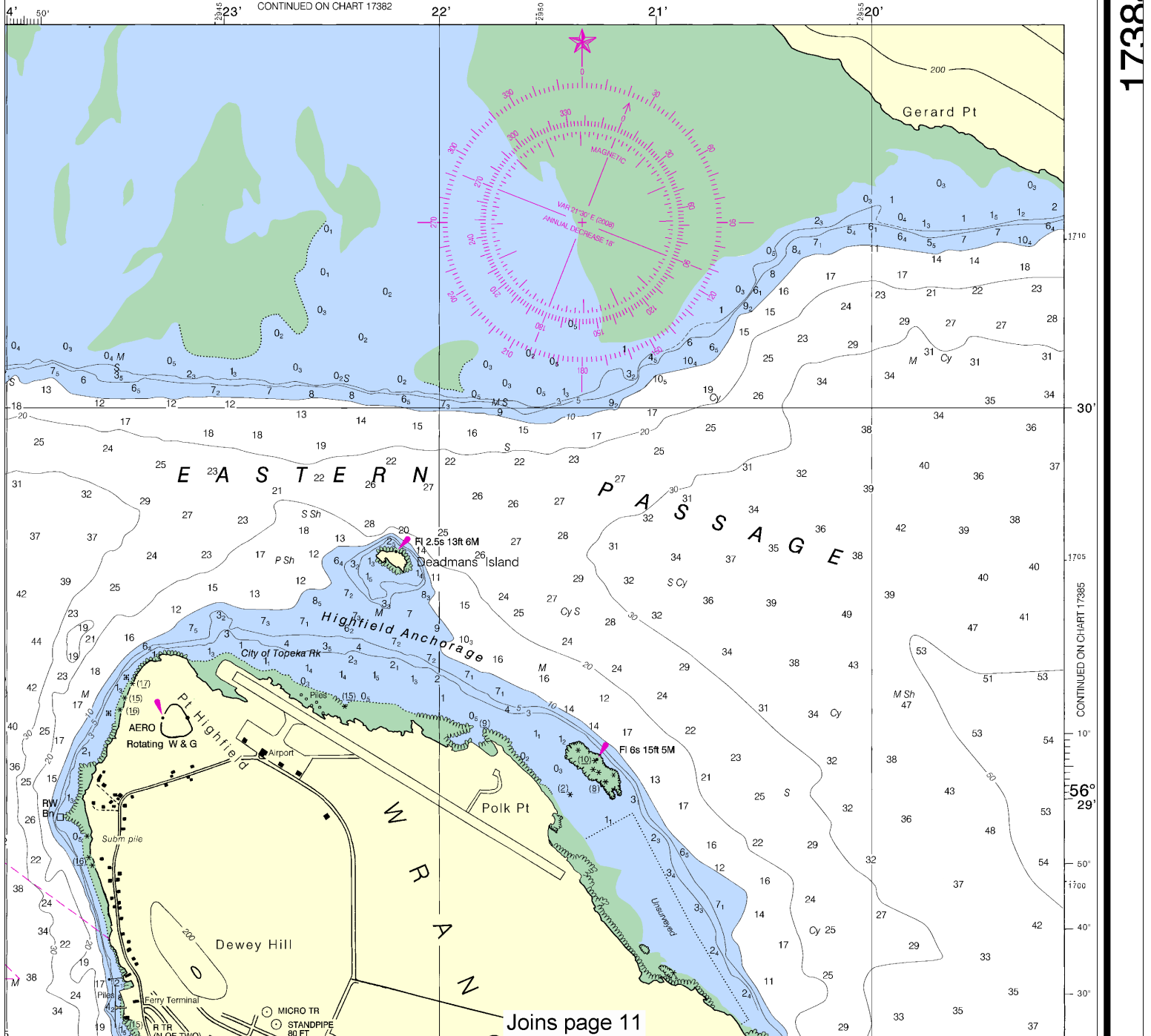
The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevations bare.

## HORIZONTAL DATUM

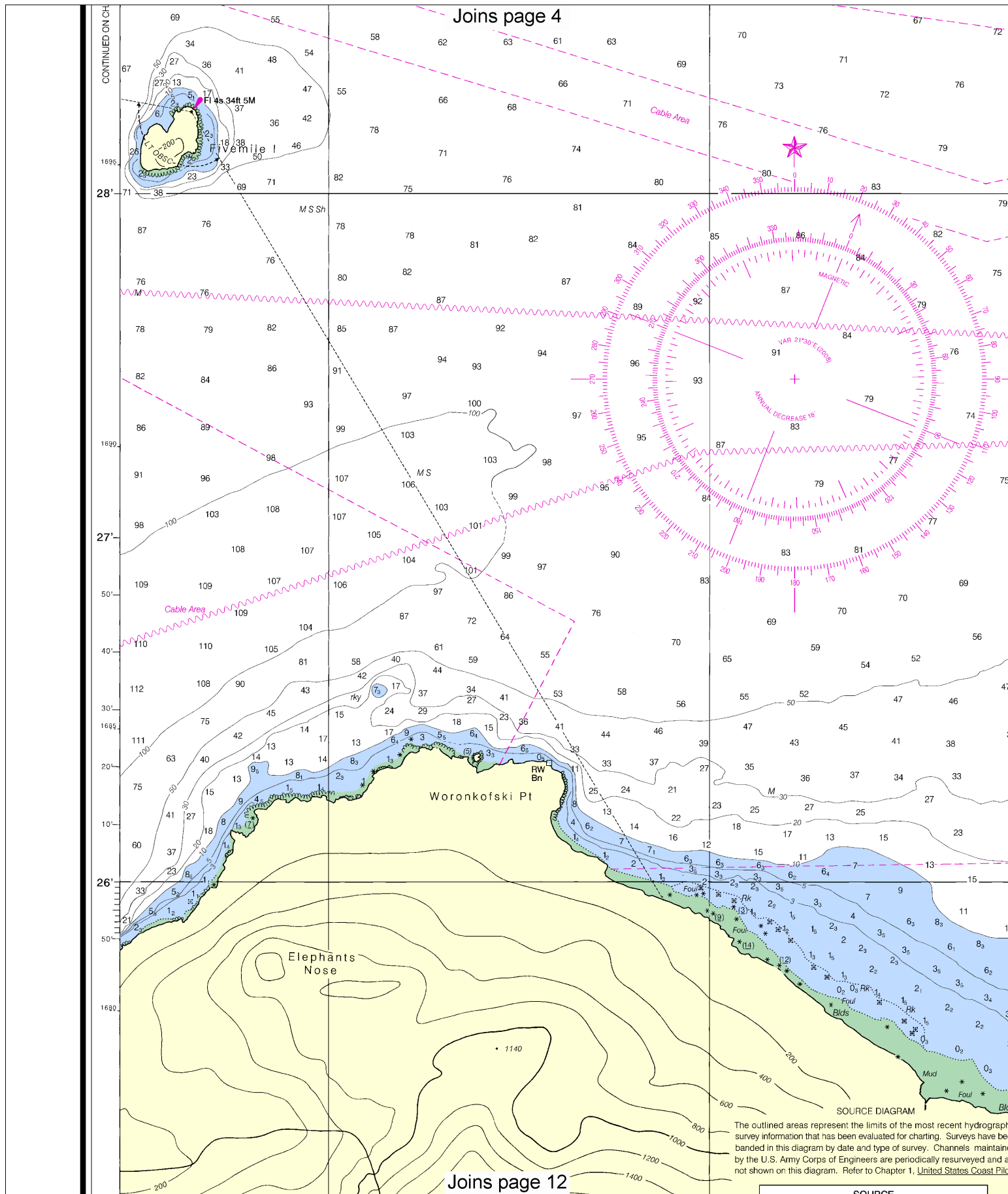
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## SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

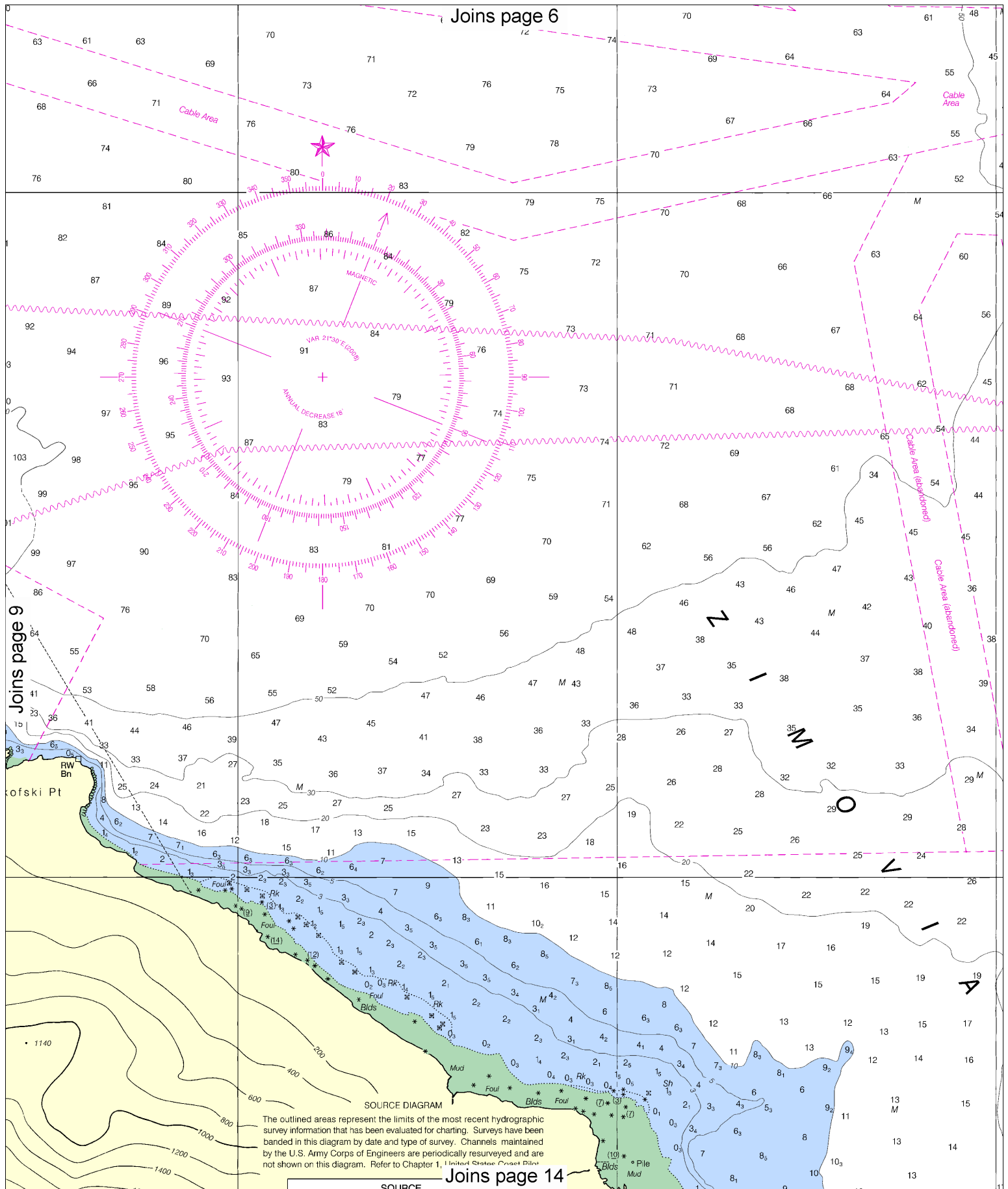


This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,  
 NGA Weekly Notice to Mariners: 4812 12/1/2012,  
 Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.









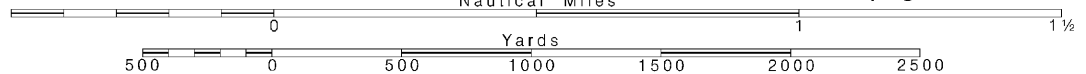
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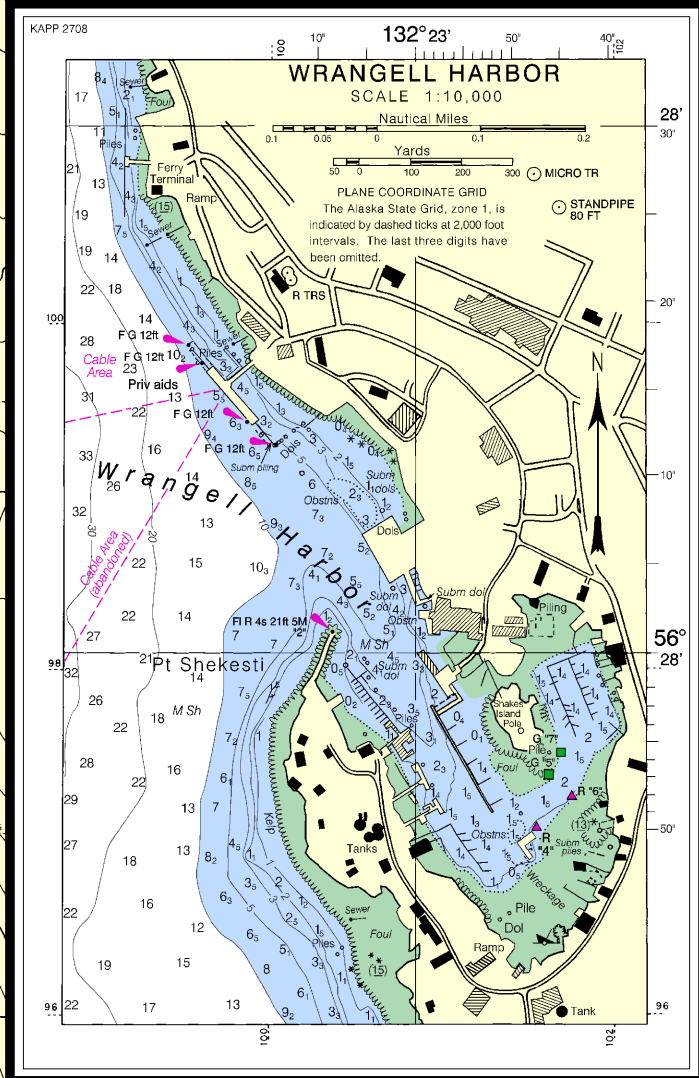
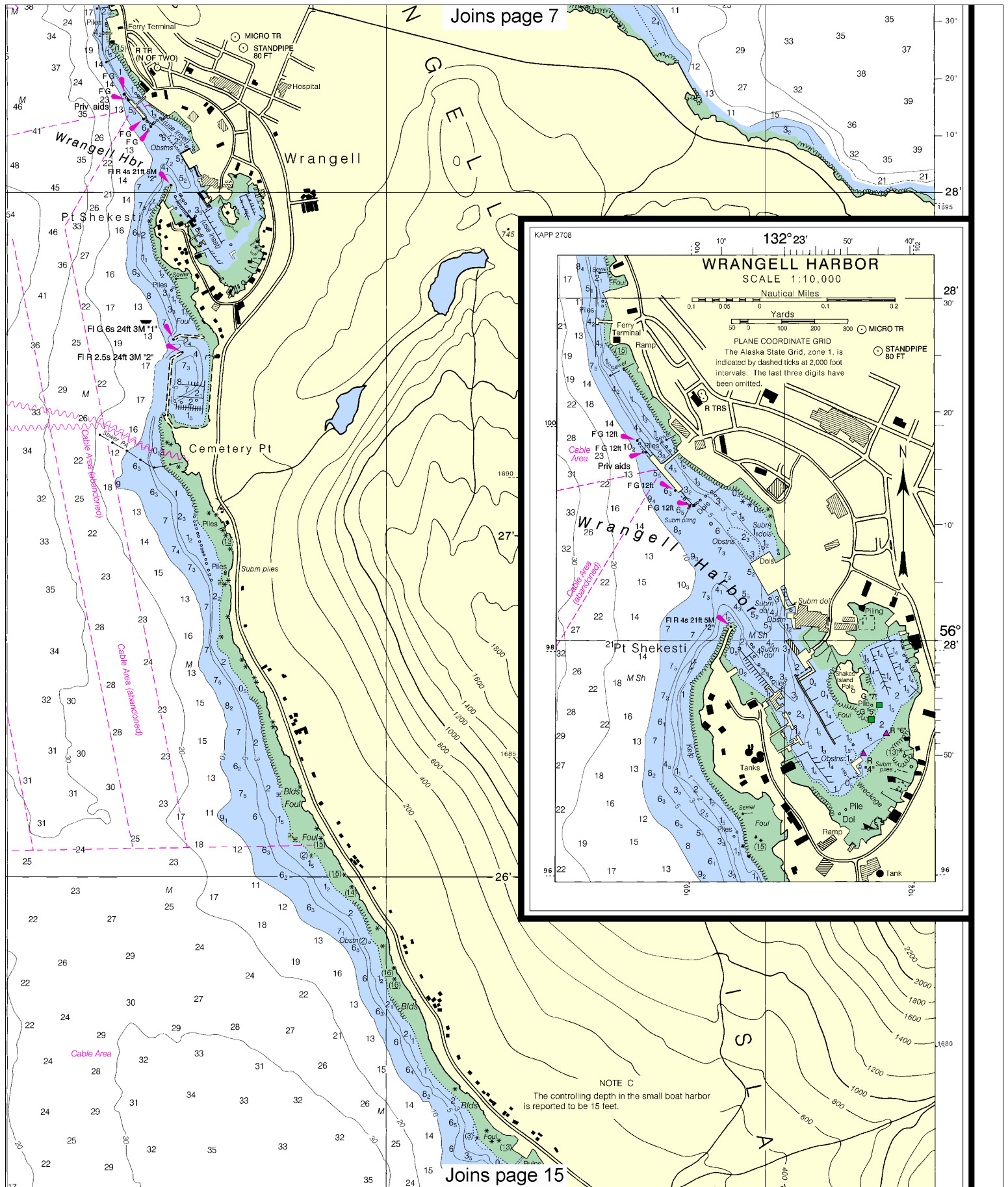
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

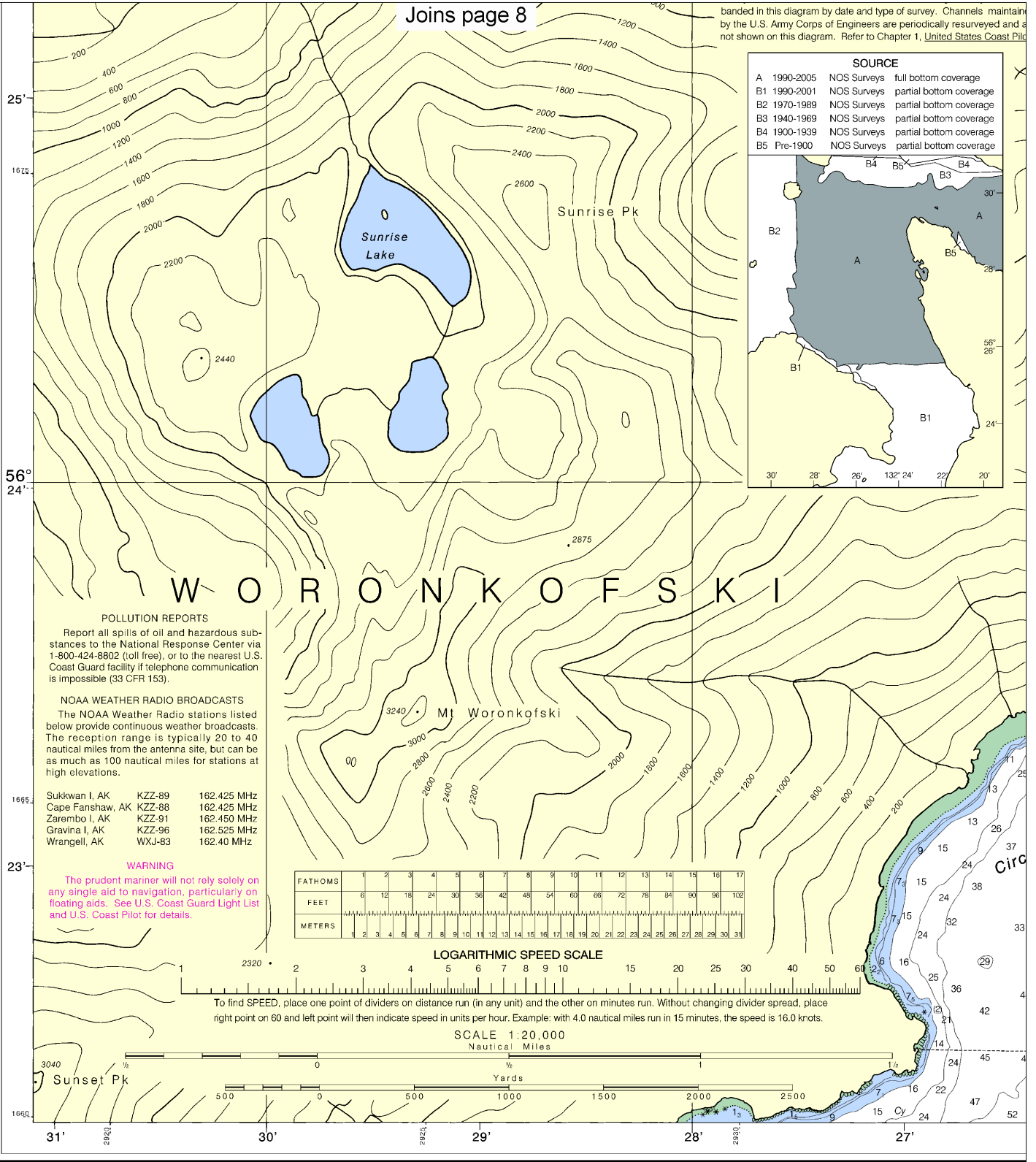
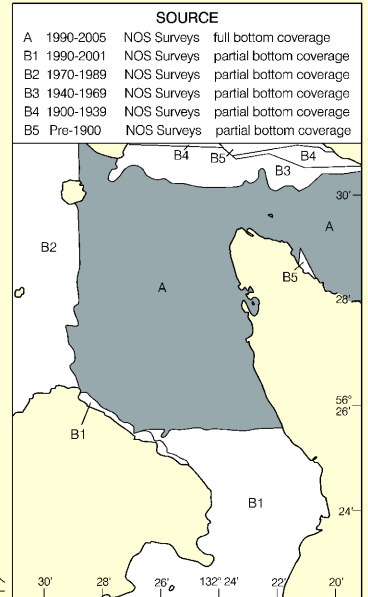
SCALE 1:20,000

See Note on page 5.





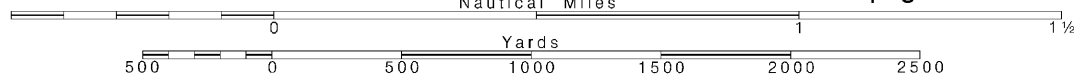
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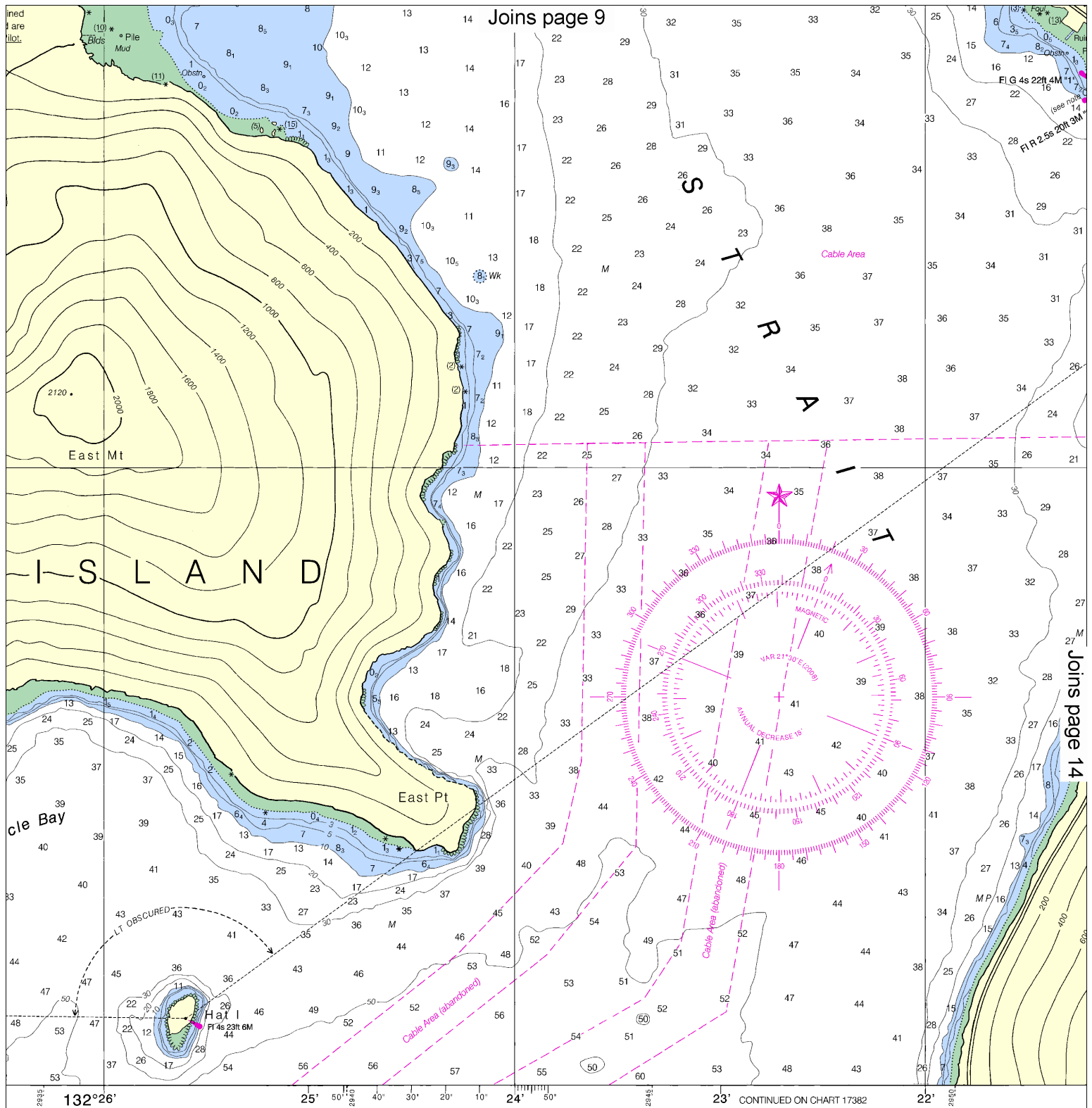
9th Ed., Jul. / 08 ■ Corrected through NM Jul. 12/08  
Corrected through LNM Jul. 1/08  
**17384**

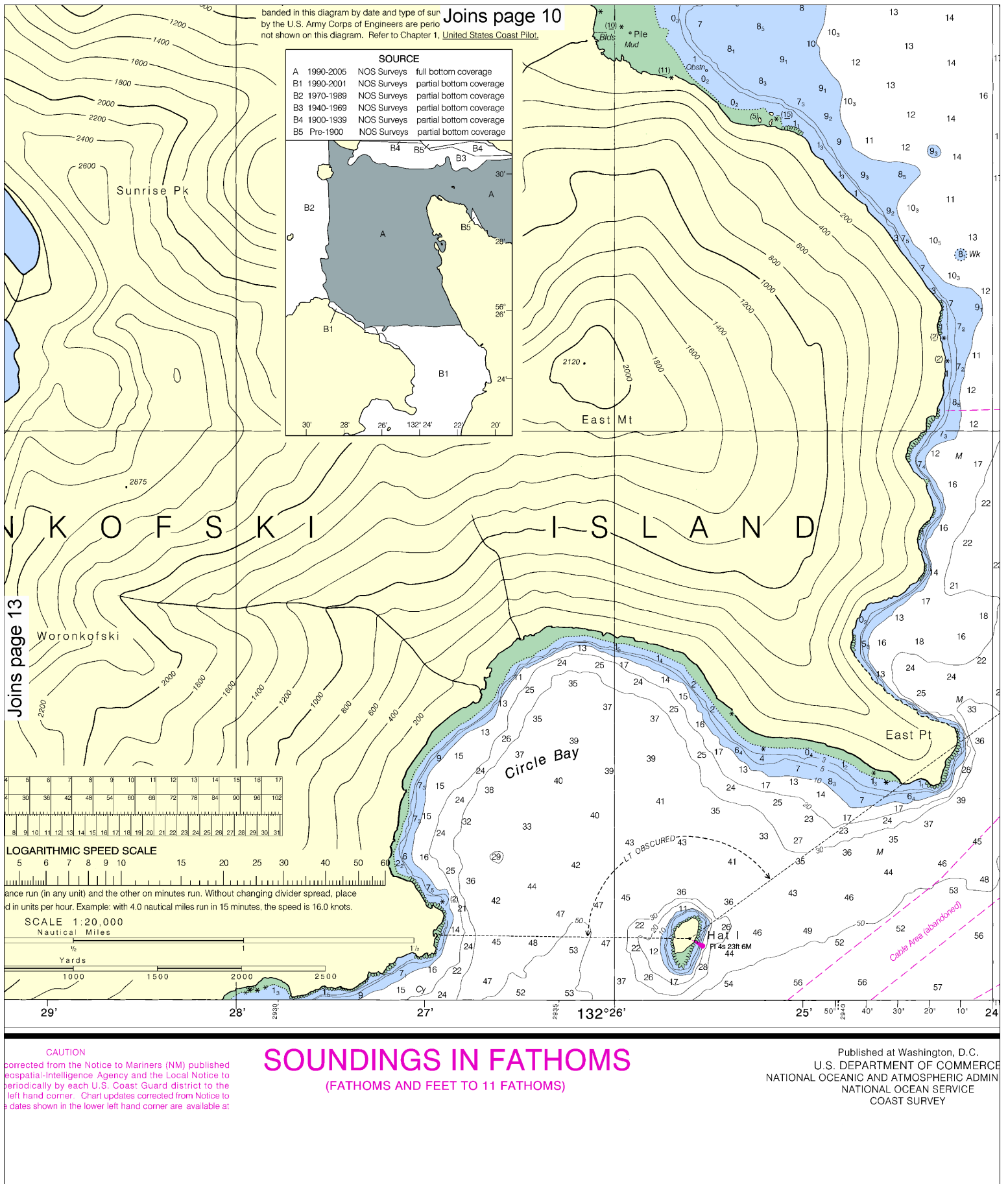
**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

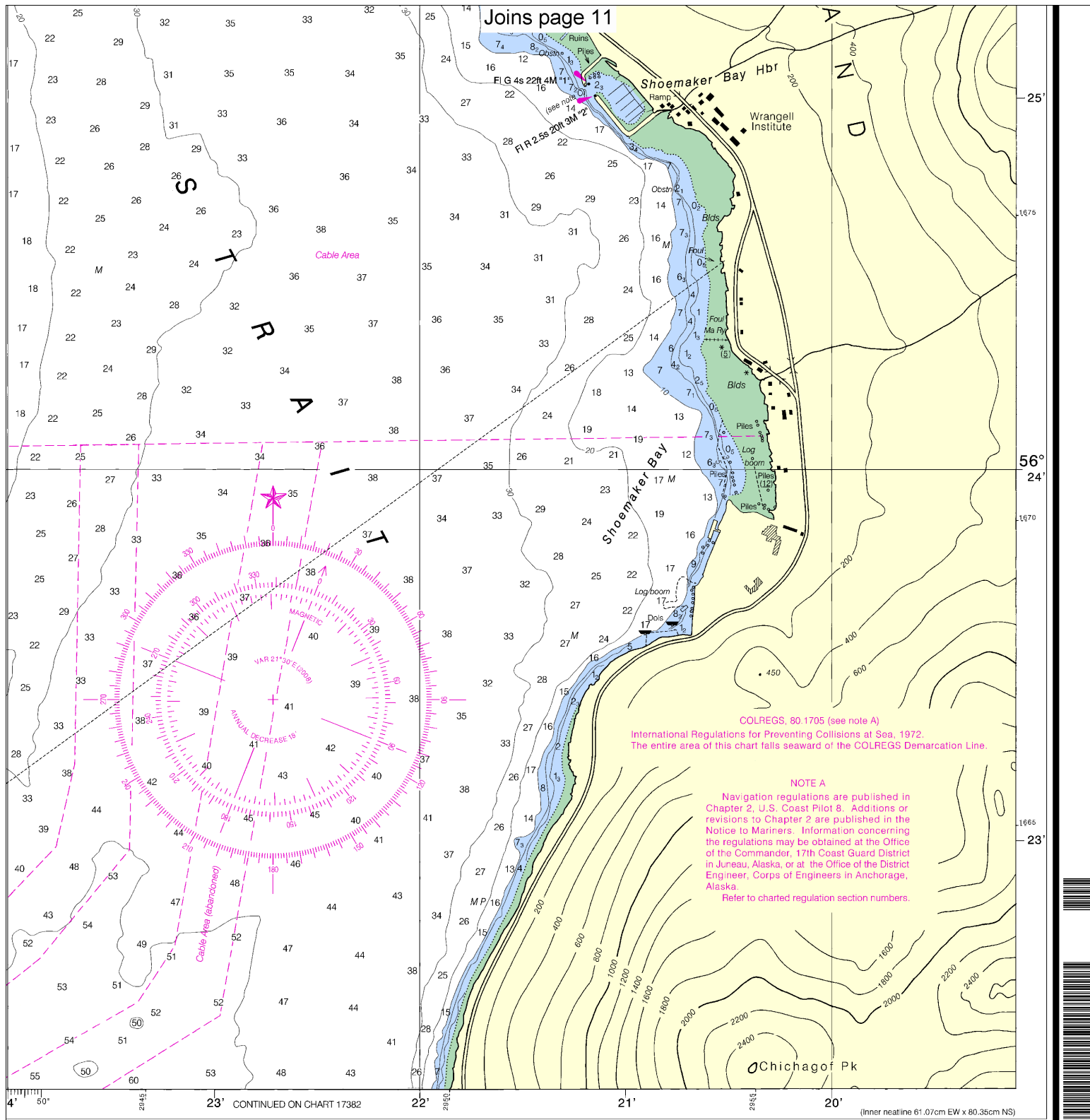
**SOUNDINGS IN FATHOMS**  
(FATHOMS AND FEET TO 11 FATHOMS)













EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Online chart viewer	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker